

COLORADO DEPARTMENT OF TRANSPORTATION
**AUTHORIZATION AND DECLARATION OF
TEMPORARY SPEED LIMITS**

The Colorado Department of Transportation *(in cooperation with the City (Town) of _____)
has conducted a traffic investigation or survey for speed zoning within and at the approaches to Construction

Project & Code No. _____, between _____ and _____ on
State Highway _____

As a result of this investigation or survey and in accordance with 42-4-1102(1) Colorado Revised Statutes IT IS,
THEREFORE, DETERMINED, AND DECLARED that the following are reasonable and safe prima facie speed limits for the
named State Highway route or portion thereof during the project period when traffic is not otherwise regulated by special
work area controls (flagger's warnings, etc.) and that said speed limits shall supersede any and all previous declarations
in conflict therewith when official signs are posted giving notice thereof:

Reduced Speed Limit	Regular Speed Limit	Direction of Traffic	From MP **	To MP **	From Date/Time	To Date/Time

IT IS FURTHER DETERMINED AND DECLARED that upon completion of the road project or when work operations are
suspended or when other conditions do not exist that the regular speed limit(s) as previously authorized for this road section
shall be effective when official signs give notice thereof.

Temporary speed limit(s) approved for sign posting on or after _____

For Chief Engineer By: _____
REGION TRAFFIC ENGINEER

Previous editions are obsolete and may not be used

DISTRIBUTION:

Colorado State Patrol Division Office
Local Law Enforcement (if applicable)
City (Town) of _____
Central Files (Projects Only)
HQ Safety and Traffic Engineering Branch

REGION DISTRIBUTION:

RTD
Traffic Engineer (Original)
Maintenance Superintendent
Maintenance Foreman
Resident Engineer
Project Engineer

* Strike phrase, if applicable

** Milepoint, Logpoint, Street, Feature, etc.

Check boxes as applicable

Additional Comments

COLORADO DEPARTMENT OF TRANSPORTATION
TRANSPORTATION SAFETY AND TRAFFIC ENGINEERING BRANCH
PROCEDURE FOR DETERMINING WORK ZONE SPEED LIMITS
April 4th, 1997

INTRODUCTION: As required by State law, CDOT provides traffic control devices (signs, signals and pavement markings) in accordance with the guidelines and standards set forth in the federal Manual on Uniform Traffic Control Devices (MUTCD). Although the MUTCD contains guidelines for establishing permanent speed limits it contains no uniform guidelines for determining specific, temporary work zone speed limits. The purpose of this document is to establish a philosophy and a uniform method of determining work zone speed limits in an effort to improve the credibility of such limits with the motoring public, enhance work zone safety, and help support speed limit enforcement activities.

Numerous scientific studies of and practical experience with both permanent and temporary work zone speed limits have repeatedly shown that motorists will not voluntarily comply with posted speed limits they deem to be unrealistic. It seems obvious that effective speed limits rely on voluntary compliance. Since the majority of drivers will select a speed that they believe to be suitable for the conditions that exist at any given place and time, and since the behavior of the majority should be considered legal, realistic speed limits must reflect real-world circumstances. What is clear is that artificially low speed limits do not affect the speed of most drivers to any significant degree.

Any procedure to establish realistic work zone speed limits must recognize the difference between such realistic limits and a desire to significantly affect the driving speeds of motorists; these are in fact separate issues. The procedure that follows is intended to be a guide for those charged with the establishment of realistic speed limits for both contract and maintenance work zones.

PROCEDURE: The following steps leading to the establishment of realistic work zone speed limits are listed in order of priority:

1. From the standpoint of overall safety and public mobility, speed limit reductions in work zones should be avoided whenever possible. To accomplish this goal, work zone designs that can safely allow traffic to operate at the permanently-posted speed limit should be considered whenever practical. In any case, the speed limit in effect at any given time must reflect the real world conditions that exist at that time. This may require that the speed limits be changed on a project or at a work site as the nature and location of the work changes.
2. No speed limit reduction is recommended when the distance to the work is over 10 feet from the edge of the traveled way, or when the work area is protected by concrete barrier and lane widths are not reduced.
3. Establish work zone speed limits in accordance with the recommendations contained in Table I (attached).
4. Work zone speed limits for those unique circumstances not described in 1. through 3. above shall be determined by the Region Traffic Engineer or Staff Traffic Engineer.

In establishing such limits, consideration should be given to the intent and "philosophy" outlined in the Introduction to this document. Standard traffic engineering techniques shall be used to establish all work zone speed limits.

TABLE I
RECOMMENDED **MINIMUM** WORK ZONE SPEED LIMITS

POSTED SPEED LIMIT	MINIMUM WIDTH AVAILABLE TO TRAFFIC *	WORK DISTANCE FROM EDGE OF TRAVELED WAY **	NORMAL WORK ZONE SPEED LIMIT	THRU AREAS WHERE ACTIVE WORK IS UNDERWAY	APPROACHING A POTENTIAL STOP CONDITION
75 MPH	14 FT	2-10 FT	65 MPH	40-65 MPH	40 MPH
70 MPH	14 FT	2-10 FT	60 MPH	40-60 MPH	40 MPH
65 MPH	14 FT	2-10 FT	55 MPH	40-55 MPH	40 MPH
60 MPH	14 FT	2-10 FT	50 MPH	40-50 MPH	40 MPH
55 MPH	14 FT	2-10 FT	45 MPH	40-45 MPH	40 MPH
50 MPH	12 FT	2-10 FT	40 MPH	40 MPH	40 MPH
45 MPH	12 FT	2-10 FT	40 MPH	40 MPH	40 MPH

No Reduction Recommended in Posted Speed Limits of 40 MPH or Less.

* Minimum width available to traffic shall include any combination of designated lane width and shoulder width available for traffic to use.

** No speed limit reduction recommended if more than 10 feet.

NOTES:

- A. The speed limit on one side of a freeway/expressway operating as a two-lane, two-way roadway should be 65 MPH or the normally posted speed limit for that freeway/expressway, whichever is lower.
- B. On roadways having three or more lanes normally available for a given direction of travel, Table I should be used to determine the work zone speed limit if the minimum width in the traffic lane available to traffic directly adjacent to the work is 10 feet or more.